

*The Herndon Planning Commission and Town staff want to thank all those who came to this meeting and shared their thoughts and ideas for the Herndon 2030 Comprehensive Plan.*

## **HERNDON 2030 COMPREHENSIVE PLAN**

**MEETING SUMMARY:** Public meeting on Dulles rail station planning, parks and recreation and public facilities issues was held on July 17, 2007 at 7:00 PM in the Herndon Municipal Center Council Chambers, 765 Lynn Street, Herndon, Virginia.

### **DULLES RAIL STATION AREA PLANNING**

#### **Land Use Issues and Concerns – Herndon/Monroe Station**

- A detailed transit station area plan should be started now.
- Residential should be included in the ¼ mile and ½ mile area from the station platform.
- A mix of residential, office, and retail is required around the station so people can use mass transit (bus or rail) or walk to reach their destination instead of using their automobiles.
- The north access point for the Herndon/Monroe Station should include the following elements:
  - ☐ Wide walkway lined with trees, lighting, restaurants (Parisian Walkway)
  - ☐ Public Art
  - ☐ Public Amenities
  - ☐ Possibly a vehicle drop off or kiss and ride
- The tallest buildings should be located along the Toll Road. Maximum height limits should taper down from the Toll Road edge to the ½ mile distance from the station.
- The high density buildings should have stores on the ground level with structured parking tucked behind or above the retail level. Residential and/or office should be on the top floors.
- The desired height of buildings along the Dulles Toll Road is 10 to 12 stories.
- Policies need to be created to require green space in the transit station areas.
- Consider putting green space on the rooftop of the new buildings.

- There should be a unified streetscape at the transit station areas that is similar or complements the standards in the Downtown so there is a visual relationship between the two activity centers.
- There needs to be a firm line where single-family homes are to remain, regardless of the pressure of redevelopment due to rail.
- The area of potential redevelopment around the Herndon/Monroe Station should be all land within the ½ mile distance from the station, excluding the single-family detached residences.
- Policies will need to be established that protect the residential neighborhoods adjacent to rail from experiencing negative impacts of non-residents parking in their neighborhood to access the metro station.

#### **Transportation Issues and Concerns – Herndon/Monroe Station**

- Monroe Street bridge needs to be widened to address the existing traffic congestion and the additional trips generated resulting from the park and ride at the rail station. This traffic congestion will also affect the pedestrian accessibility to the rail station.
- Coordination is required with Fairfax County regarding the bus routes serving the rail stations.
- There is potential for the pedestrian access point at the Herndon Parkway to generate unsafe driving behavior, as drivers may stop on the Parkway to drop-off rail users. Some type of pull-off lane may need to be considered.
- A side-loaded, one way vehicle drop-off along the Herndon Parkway should be considered to access the north side entrance of the rail station.
- Better signage is needed at the Herndon/Monroe Park and Ride to alert drivers about the best access to Fairfax County Parkway, so regional traffic can be directed away from using local roads in Herndon.
- The Herndon Parkway/Van Buren intersection should be improved to include a dedicated right turn lane from northbound Van Buren to eastbound Herndon Parkway. The improvements will be a challenge due to the existing underground utility vault.

- The Elden Street/Centreville Road exit from the Dulles Toll Road needs to be improved to allow more free flow of traffic and to allow safe pedestrian passage under the Dulles Toll Road overpass at Elden/Centreville Road.
- There needs to be a mass transit connection, (bus or trolley) that connects the rail station area with Downtown Herndon.
- On-street bike lanes should be provided on widened roads in Town.
- All sidewalks in Town should be a minimum of five feet wide, and there should be a separation between the sidewalk and the curb to provide some distance between automobile traffic and the pedestrian.

#### **Specific Comments Related to the Route 28/CIT Station**

- Currently Herndon does not have control over the area ½ mile north from the station platform. If this area is incorporated into the Town, the principles identified for the Herndon/Monroe Station should be applied to this station area.
- Widen the exit ramp off the Toll Road at Route 28 North.
- Pedestrian connections to this station will be needed, especially from Herndon. Negative impacts such as cut-through pedestrian traffic need to be considered.
- Rock Hill Road will need to be improved.

#### **PARKS AND RECREATION COMMENTS AND CONCERNS**

- The fields at the local schools should be considered neighborhood parks. Herndon should control and maintain these facilities.
- Herndon should consider negotiating with Fairfax County to obtain the county owned parks in Herndon, so the Town has control over the appearance and maintenance of all parks.
- Herndon should inquire and possibly work with Fairfax County to implement the county program in which trees are being planted at schools to provide buffering for adjacent residents.
- Recycling facilities should be available at all parks.
- Implement a master plan for Monroe Street Park (wooded area north of Stanton Park).

- All parks need to have appropriate natural plantings especially for buffers along adjacent properties.
- All parks need to have management plans, especially plans for invasive removal and native plantings.
- The W&OD Trail, from Van Buren Street to Crestview Drive, should have sensitive pedestrian lighting.
- Constructing and connecting trails to the transit station needs to be a priority.
- There needs to be an inventory of missing trail and sidewalk links and a prioritization list to construct them.
- Policies need to be created for cash proffers earmarked for parks and recreation services to determine if the funds will be used for new facilities or maintenance of existing services.
- To provide more active field space, rooftops should be considered.
- Consideration should be given to creating or using equipment or devices that can convert areas into multi-use fields.
- The Town should have a public outdoor pool or there should be more flexibility for non-members to use the existing private outdoor pools on a per uses basis.
- The Town should consider a museum in the Downtown or another attractant, especially for trail users.
- Some type of a Smithsonian Museum annex would benefit the Downtown.
- The Town should have some type of amenity or rest stop for users of the W&OD Trail.

#### **Public Facility Comments and Concerns**

- The Town and County need to determine if a larger fire station and additional fire and rescue services are required due to the future development potential of the Dulles Corridor.
- An appropriate location for the future fire station needs to be determined, especially in context with the increased development near the transit station.

- Consideration should be given to co-locating the fire station with other uses such as residential, offices or other public facilities.
- Schools:
  - ☐ There needs to be policies and timelines on eliminating temporary classrooms and building permanent facilities.
  - ☐ A renovation schedule of the schools in the Herndon pyramid needs to be prepared and implemented.
  - ☐ There needs to be an analysis to determine if the rail area development will increase the need for additional schools.
  - ☐ Town should monitor redistricting plans and how these proposed changes impact Town residents.
- The recycling program and curb side pick-up of recyclables needs to be expanded and improved.
- The Town needs to enact effective policies to underground utilities.
- Pro-rata share policies should be developed and implemented to fund the cost of undergrounding utilities throughout Town.
- The Town needs to have regulations regarding the installation of telecommunication wires and adequate resources to enforce such policies.
- There should be public meeting space in Town that holds 50-250 people where businesses or associations can rent or reserve.
- More senior housing is needed.